

ADDENDUM NO. 2
Joint Antelope Valley Authority (JAVA)
State Project STPC-5257 (1) Control No. 11215g
JAVA Project 880107
City of Lincoln Project 780107
Specification No. 07-216
East Leg Roadway Project
July 20, 2007

TO ALL PROSPECTIVE BIDDERS:

Bidders are instructed to attach this Addendum No. 2 to the inside cover of the contract folder and to **sign and fax this page back to Mary Lowe (402-441-6576)** as evidence that this Addendum No. 2 has been received. Failure to do so may result in rejection of the Bid.

Company/Contact Person



The Contract Documents and Specifications for the above project is amended as follows:

1. Refer to the Special Provisions – Special Prosecution and Progress – Construction Phasing Pages 22 and 23

Add the following sentence to the second paragraph under Phase I on Page 22:

“All work associated with the steam, condensate and chilled water lines and electric line will need to be completed and 17th Street open to through traffic 7 days prior to the start of the 2008 Nebraska State Fair.”

Delete the first paragraph under Phase V on Page 23 and replace with the following paragraph:

“Phase V shall generally consist of work associated with 17th Street, Holdrege Street and the 8” sanitary sewer line in 17th Street.”

2. Refer to the Special Provisions, Erosion Control Mat

Add the following paragraphs to the Erosion Control Mat Special Provision:

Where specified on the plans, Erosion Control shall be a rolled erosion control mat that is listed on the current Nebraska Department of Roads Approved Products List for “Erosion Control Class 1, Type C”.

Where specified on the plans Erosion Control Type “HV” shall be a rolled erosion control mat that is listed on the current Nebraska Department of Roads Approved Products List for “Erosion Control Class 1, Type D”.

Where specified on the plans Erosion Control Type “AAA” shall be a rolled erosion control mat that is listed on the current Nebraska Department of Roads Approved Products List for “Erosion Control Class 2, Type C”.

3. Refer to the Special Provisions

Add the following Special Provision:

TEMPORARY SHORING

Description

This work shall consist of installing and maintaining temporary shoring in conjunction with the phased construction of the new steam, condensate, chilled water lines and associated manholes at the north and south side of the BNSF Railroad right-of-way and in conjunction with the phased construction of the bridge piers.

Steam, Condensate and Chilled Water Lines

Each temporary shoring installation shall be established to accommodate construction of the utilities and manholes without impacting the use and operation of the BNSF railroad tracks and the existing water transmission main located along the south side of the railroad corridor. The temporary shoring bid item shall include the design for the

shoring as well as all construction work associated with installation and removal of the shoring as well as the installation of any tie back anchors required to provide a stable excavation. The temporary shoring installation shall meet the applicable portions of Section 703 in the 2007 Edition Standard Specifications.

It shall be the responsibility of the Contractor to contract with a professional engineer registered in the State of Nebraska to design the temporary shoring including all necessary tie back anchors to protect the existing roadway and traveling public. The design of the shoring shall take into account the location of the railroad tracks, existing water mains to remain in service, public roadways that are to remain open to traffic and all applicable surcharge loadings from traffic on the roadway and railroad tracks.

Bridge Piers

Each temporary shoring installation shall be established to accommodate construction of the bridge piers without impacting the use and operation of the BNSF railroad tracks. The temporary shoring bid item shall include the design for the shoring as well as all construction work associated with installation and removal of the shoring as well as the installation of any tie back anchors required to provide a stable excavation. The temporary shoring installation shall meet the applicable portions of Section 703 in the 2007 Edition Standard Specifications.

It shall be the responsibility of the Contractor to contract with a professional engineer registered in the State of Nebraska to design the temporary shoring including all necessary tie back anchors.. The design of the shoring shall take into account the location of the railroad tracks and all applicable surcharge loadings. The design of the shoring shall comply with the railroad's guidelines and A.R.E.M.A Specifications for design and construction of shoring adjacent to active railroad tracks.

Prior to commencing any work, the Contractor shall submit for approval by the Engineer and BNSF, detailed plans indicating the nature and extent of the temporary track protection shoring proposed.

Basis of Payment

All costs associated with temporary shoring will not be paid for directly but shall be considered subsidiary to the appropriate item requiring the temporary shoring.

4. Refer to the Special Provisions, PROJECT COORDINATION – STATUS OF UTILITIES, University of Nebraska, Lincoln, Page 26

Delete these sentences from the end of the fourth paragraph of this section:

“Attached to the power poles along the state fair access road are several street light fixtures and various electrical devices owned by State Fair Park which can’t be taken out of service until 30 days after the 2007 State Fair. These items will need to be salvaged and given to State Fair Park personnel.”

Add this sentence to the end of the fourth paragraph of this section:

“UNL will remove the overhead power and associated appurtenances in this segment after the 2007 State Fair, but before construction activities start in the area.”

5. Refer to the Technical Specifications – SECTION 15182 – STEAM AND CONDENSATE PIPING – PART 4 – MEASUREMENT AND PAYMENT -Page 11

Delete SECTION 4.6 MANHOLE, TYPE I on Page 11 and replace with the following:

4.6 MANHOLE, TYPE I

- A. Manhole, Type I shall be measured and paid for at the contract unit price bid per each for the item “Manhole, Type I”. This price shall be full compensation for the access hatch, ladder up device, concrete, reinforcing, sump pump, condensate pump, steam and condensate expansion joints, pipe supports, valves, wall sleeves, light fixture, receptacle, switch, disconnect, conduit, conductors, and all labor, tools equipment, temporary shoring, incidentals, and as shown on the drawings that are necessary to complete the manhole. No additional payment shall be made per vertical foot for Manholes, Type I.

Delete SECTION 4.7 MANHOLE, TYPE II on Page 11 and replace with the following:

4.7 MANHOLE, TYPE I

- A. Manhole, Type II shall be measured and paid for at the contract unit price bid per each for the item “Manhole, Type II”. This price shall be full compensation for the access hatch, ladder up device, concrete, reinforcing, sump pump, condensate pump, steam and condensate expansion joints, pipe supports, valves, wall sleeves, light fixture, receptacle, switch, disconnect, conduit, conductors, and all labor, tools equipment, temporary shoring, incidentals, and as shown on the drawings that are necessary to complete the manhole. No additional payment shall be made per vertical foot for Manholes, Type II.

6. Refer to Plan Sheet 302, Section C-C

The connection of the top flange of the box girder to the web shall be a ¾” fillet weld, both sides.

The following questions were submitted to the Purchasing Department regarding this project up to July 19, 12:00 noon.

- Q1 On Plan Sh. 263 of the contract drawings there is a wire mesh wall shown behind the abutment. There is no quantity or special provision regarding this wire mesh wall. Bidder does not feel it's necessary. Should there need to be a wire mesh wall built, bidder would appreciate a quantity as part of the MSE wall group.
- A1 This wire wall was put in place to prevent lateral pressures from directly loading the abutment and potentially closing the modular joint. Dowels are now called for in the Approach Slab at the Grade Beam and Abutment which will restrain potential closure of the modular joint. The wire wall may be omitted if the MSE wall manufacturer designs the wall below the bottom of abutment cap to withstand the combined effects of: 1) The earth pressures at any given level including all earth and surcharge forces bearing against the back of the abutment, and 2) The shearing forces given on Plan Sh. 263.
- Q2 Bidder would like to know when Track 4 is going to be built. This dictates how much temporary shoring costs will be needed on this project (Pier No. 4 and the steam and condensate jacking pit).
- A2 The contractor shall provide temporary shoring for steam and condensate, chilled water lines and Pier No. 4 based on the existing conditions and track configuration not including the future Track No. 4 as it is not anticipated to be in place during the construction of these items.
- Q3 Bidder would like it clarified what the cost of removal of track crossing should BNSF Railroad need to remove the track crossing they build for a contractor. The Contractor's Informational meeting questions did discuss the cost of installing the track crossings but did not include the cost for removals. Please clarify.
- A3 The information from the BNSF Railroad provided at the Contractor's Information meeting regarding the cost of an at-grade crossing was for information only. The Contractor, at the Contractor's option, may contact BNSF Railroad to request an at-grade crossing for the project. The BNSF Railroad contact to request a crossing is Julie Alexander, 817-230-2633. The cost of such an at-grade crossing shall be borne by the Contractor.
- Q4 Should the contractor have BNSF Railroad build a track crossing to assist with the erection of girders, will there be additional insurance requirements outside what is already discussed in the special provisions on the technical provisions? Bidder would like to know if there are additional insurance requirements should we need to build a temporary crossing.
- A4 BNSF Railroad has indicated that the insurance requirements currently shown in Special Provisions section "Insurance", Page will be sufficient for the contractor's use of a temporary at-grade crossing.
- Q5 The quantity for abutment concrete shown on Plan Sh. 254 for the class 47BD-4000 concrete for bridges, the abutment quantity of 14.3 for the girder pedestals at Abutment No. 1. Bidder would like this quantity verified.

- A5 Pedestal concrete is considered Class 47B-3000 and quantified under the abutments category for this item. The Class 47BD-4000 concrete at the abutment pertains to the concrete in the expansion joint pour-back. Median concrete between back of curbs is considered Concrete for Pavement Approaches Class 47BD-4000 (Colored). Curb concrete is considered Class 47BD-4000 (Lumped under either “for Pavement Approaches” or “for Bridge”). Concrete in median above expansion joint pour-back is not explicitly defined but should follow the typical median & curb concrete classes for either colored or uncolored Class 47BD.
- Q6 On the front of the MSE wall drawings, bidder has seen the note that the MSE wall designers need to be able to design the coping on this project to handle the settlement. There is no MSE wall supplier listed on the right of that sheet that has ever handled any design of any coping, they do not have the staff to do that. Please clarify.
- A6 Addressed in Addendum No. 1, Item No. 13, Page 6.
- Q7 The pavement removals that are shown on the removal drawings at the location of the new Pier No. 1, bidder would like it rechecked to make sure the 30 cy is enough to construct the pier. Should this not be enough concrete removal, will that quantity be overrun in order to construct that pier?
- A7 The actual pay quantity of pavement removal at Pier No. 1 will be determined in the field and approved by the Engineer.
- Q8 Bidder would like it clarified that the overhang system that is needed to build the 10” reinforced pavement on top of the MSE walls is subsidiary to that bid item.
- A8 Refer to Special Provisions Pages 45 & 46. The integral coping at the MSE walls shall be subsidiary to the bid item “Portland Cement Concrete Pavement, Reinforced, 10 Inch”.
- Q9 Regarding temporary construction fence, page 62 of the Special Provisions, bidder would like it verified what is considered maintenance? Bidder has built Antelope Valley projects, and a lot of the students like to cut these temporary fences. Should there be security guards at this location, or what is considered extra work? Please clarify the maintenance spec regarding students cutting holes in the temporary fence to get across the tracks.
- A9 The contractor is responsible for maintenance of the temporary fence, including repair of damage from vandalism, from the time of erection to removal. The Contractor is responsible for maintenance of the permanent fence, including repair of damage from vandalism, until tentatively accepted by the Owner in accordance with the Special Provision for Tentative Acceptance of Portions of the Project. The contractor is encouraged to contact the Engineer for fence inspection for acceptance when completed.
- Q10 In regards to the temporary fence special provision, is all temporary fence be paid under this bid item or is some of the temporary fence at State Fair Park considered subsidiary or will the temporary fence bid item be overran as needed. Please clarify.
- A10 Refer to Special Provision Temporary Chain Link Construction Fence Pages 62 & 63. All temporary construction fence shall be paid for under the bid item “Chain Link Fence, Temporary, 72”. Temporary construction fence installed around the construction area, including at State Fair Park, as directed by the Engineer shall be paid for directly in accordance with the contract unit bid price.

- Q11 Bidder would also like the temporary pedestrian enclosure maintenance clarified. Is snow removal going to be the responsibility of the contractor while the temporary pedestrian enclosure is up? Does this need to be up at Pier No. 1 during the whole pier erection and construction process? How long does this need to be in place?
- A11 Snow removal will be the responsibility of the contractor throughout the duration of construction between the pedestrian bridges north and south of the railroad corridor on the east side of the channel.
The temporary pedestrian enclosure will need to be in place any time the pedestrian walkway at Pier No. 1 is open to pedestrian traffic and any work is being performed overhead. The pedestrian walkway near Pier No. 1 will be closed during Pier No. 1 construction.
- Q12 Typically on Antelope Valley projects, temporary shoring is shown on the phasing drawings on stuff outside the bridge construction. Bidder would like it clarified should there be temporary shoring needed at the boring pit for the steam and condensate chilled water. Is there going to be a bid item for temporary shoring or is that just going to be subsidiary to the actual steam and condensation and chilled water construction?
- A12 Addressed in Addendum No. 2 - Payment for temporary shoring for work associated with the steam and condensate lines will be subsidiary to the bid items "Manhole, Type I" and "Manhole, Type II".
- Q13 On Special Provision Page 50 concrete coating surface preparations, bidder would like it clarified that all bidders understand that no surface for painting will be accepted until the owner's architect walks through each and every location that gets coated. It is the architect's approval not the on-site inspection team.
- A13 The Special Provision for Concrete Coating Surface Preparation does not require that the surface to be coated be inspected by an Architect. Past Antelope Valley projects with polymerized cementitious coating have required inspection by an Architect, but the current East Leg Project does NOT include polymerized cementitious coating.
- Q14 Bidder would like it clarified whether payment for stored materials outside the State of Nebraska for the girders will be paid by the Owner.
- A14 Refer to Special Provision Progress Payment Page 4.
- Q15 Pavement removals for the sanitary sewer work near 17th and Holdrege seem shy of what is going to take to construct what is on the drawings. Will the pavement removals be overran or will any additional pavement removals and reconstruct be subsidiary.
- A15 Addressed in Addendum No. 2 for construction phasing of the sanitary sewer work in 17th Street. The pavement removal shown on Plan Sheet 234 is in addition to the pavement removal for roadway improvements on 17th Street. The sanitary sewer work in 17th Street shall be constructed in conjunction with the roadway work on 17th Street in Phase V.
- Q16 Bidder requested to use New Generation Plantation sod on the East Leg Project. Bidder submitted an informational sheet for this sod.
- A16 Based on the information provided, the New Generation Plantation Sod does not meet the specifications. The turf-type tall fescue shall have rhizomes to knit the sod together and to provide the ability to fill in or repair damaged or open spots with new shoots of grass. Information has not been provided that shows this type of sod will meet that requirement.